

## Military Installation Roads Category

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*The mission of TEA is to provide the  
Department of Defense with the  
research, engineering, and analytical  
expertise to improve the deployability  
of U.S. Armed Forces, the  
transportability of equipment, the  
infrastructure of the Defense  
Transportation System, and the  
management and execution of the  
DOD transportation programs for  
national defense.*

***SDDCTEA** administers the Highways  
for National Defense (HND) Program.  
This program ensures that DOD  
public highway requirements are  
being met.*

*The HND mission is to help  
installations solve their on and off-  
installation highway problems.*



## **PROPOSED MILITARY INSTALLATION ROADS CATEGORY**

### **In Federal Highway Legislation**

*A proposed program to reduce the  
number of fatality and injury accidents  
on military installation roads which are  
open to public travel.*



**Federal Lands Highway Program  
SDDCTEA September 2008**

## What are Military Installation Roads (MIR)?

Roads on the installation that are considered open to public travel.

### INSTALLATION STATISTICS

200+ installations were surveyed

Estimated 5.8B vehicle-miles of travel on MIR

Over 15,000 annual traffic accidents on MIR (11 fatalities, 1,200 injuries, and 0.6+ million lost person-hours)

Estimated 68.3M Recreational visitors

Tours  
Open houses  
Special events  
Concerts  
Gyms  
Clubs  
Museums  
Bowling  
Alleys  
Golf Courses  
etc.

Over 843 high accident locations (HAL) → annual estimated cost of \$171 million

This includes 377 very high accident locations (VHAL) → annual estimated cost of over \$136 million



## Justification for a MIR Category

- Reducing traffic fatalities, personal injury accidents, and associated personal and property damage costs is DOD's number one traffic engineering goal.
- There are over 32,300 miles of roads on the surveyed installations. Over 14,400 miles are MIR and open to public travel. The remaining are administrative.
- Installation funds lag behind road maintenance needs; therefore, traffic engineering safety improvements are not always funded.
- DOD contributes significantly to the Highway Trust Fund (estimated \$42M annually).
- To continue economic support for surrounding communities, installation roads must be safe and adequate.
- Improving HALs results in an

## GOALS

- Create an authorized MIR Category in the Federal Lands Highway Program in FY 2009 Highway Legislation.
- Provide policy-makers with justification for MIR Category Funding of at least \$168 million (or \$34 million annually for 5 years) to eliminate HALs.
- Eliminate all 843 HALs, including 377 VHALLs, over a five-year period.
- Attain and support installation stimulated local support.

